

WORLD YOUTH DAY 2002

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TRANSPORTATION PLANNING AND OPERATIONS

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Transportation Services

OVERVIEW



- ⌘ Planning Process
- ⌘ Event Operations
- ⌘ Lessons Learned

IN THE BEGINNING.....



- ⌘ August 20, 2000 Toronto to host World Youth Day
- ⌘ To be held July 23 to 28, 2002
- ⌘ Catechesis sessions at Exhibition Place
- ⌘ Papal Mass at Downsview
- ⌘ Plan for 750,000 pilgrims plus 250,000 general public

TRANSPORTATION PLANNING CHALLENGES

- ⌘ Accurate number of registrants
- ⌘ Accommodation for Pilgrims
- ⌘ Timing of events and location of secondary events
- ⌘ no additional transit vehicles/infrastructure
- ⌘ 2 years to plan

TRANSPORTATION SUBCOMMITTEE STRUCTURE



- ⌘ Transportation Services (Chair)
- ⌘ World Youth Day Office
- ⌘ T.T.C.
- ⌘ Police Services
- ⌘ Go Transit
- ⌘ Ministry of Transportation
- ⌘ City Secretariat
- ⌘ Motor Coach/School Bus Operators
- ⌘ Communications Subcommittee

MOVEMENT TO & FROM VENUES



- ⌘ Walk & Transit
- ⌘ TTC - peak period service 20 out of 24 hours
- ⌘ GO - provide half hour rail service along Lake Shore
- ⌘ Decision to have all feeding at Exhibition Place

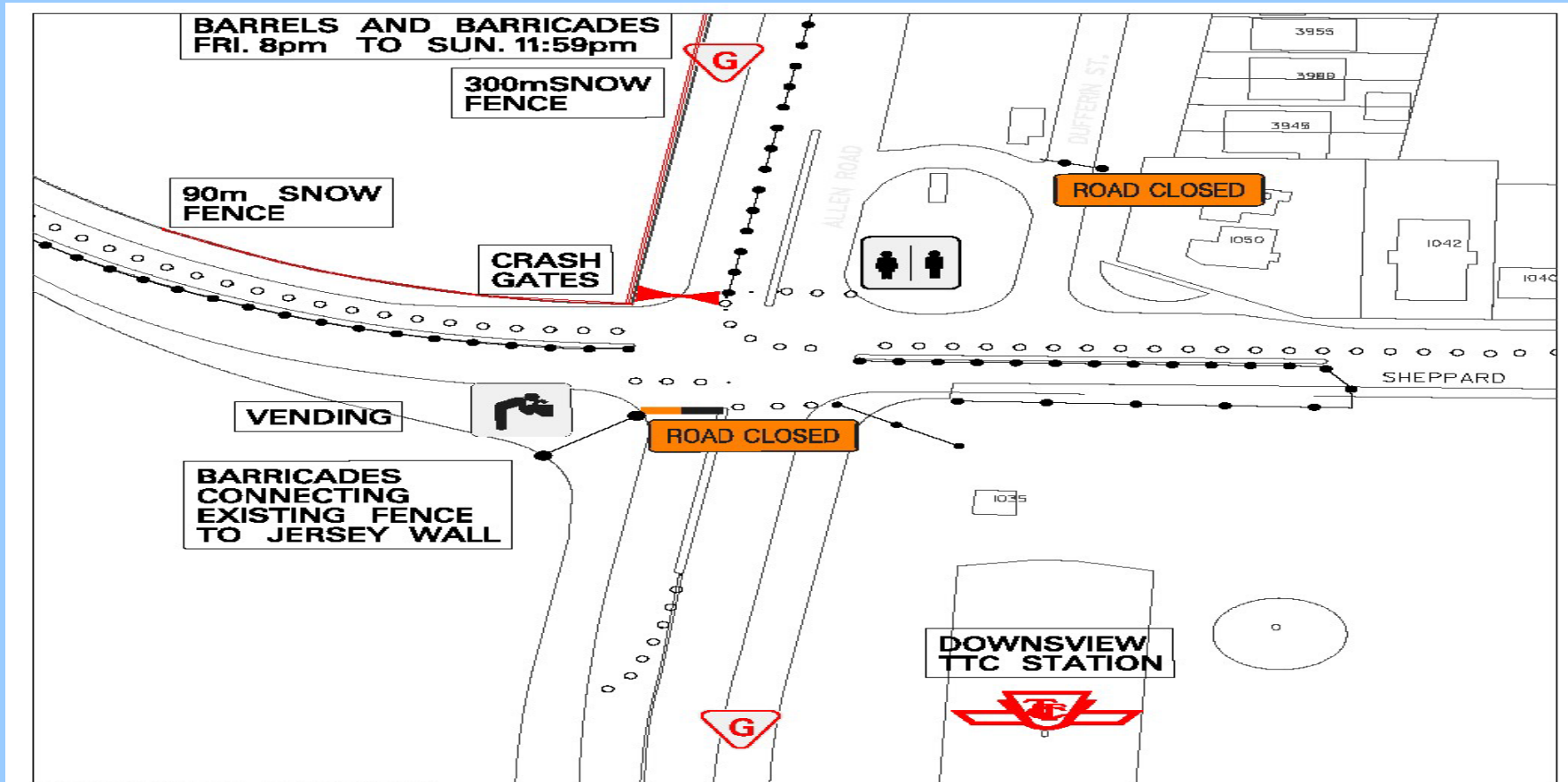
ROAD CLOSURES

- ⌘ Road closures required for Walking Routes
- ⌘ Extent of road closures evolved as program and expected attendance changed
- ⌘ Took “worst-case” approach with public and media
- ⌘ Took steps to minimize conflicts:
 - ☒ Council endorsed a road-disruption moratorium
 - ☒ rescheduled major special events
 - ☒ delayed the official opening of Fort York Blvd

ROAD CLOSURES

- ⌘ Final design resulted in 11 kilometers of road closures, required 4,900 barricades and 1,700 TC-54 barrels for traffic control purposes
- ⌘ Each route included water stations, first aid stations, police and volunteer personnel and traffic control signs
- ⌘ Detailed design manuals were produced for each route to make sure field staff from all agencies were working off the same plan

DETAILED DESIGN PLAN SHEPPARD / ALLEN



SIGNS

⌘ Static signs included:

- ☒ 265 advanced notification signs
- ☒ 139 “Road Closed”
- ☒ 73 “Do Not Enter”
- ☒ 37 temporary two-way, and
- ☒ modifications to 1,500 parking signs

⌘ City’s 3 overhead-changeable message signs and 2 portable-changeable message signs were used for advanced notification as well as real-time updates

PARKING

- ⌘ No on-site parking at Exhibition or Downsview
- ⌘ Parking locations in vicinity of subway and GO stations in order to emphasize use of transit
- ⌘ Developed Local-Area Vehicle-Access Pass in order to prevent non-residents from infiltrating neighborhoods

MONITORING

- ⌘ City of Toronto's existing Control Room, located at 703 Don Mills Road, was used as Traffic Operations Command
- ⌘ Advantages of CCTV coverage of Gardiner/Lake Shore corridor, and amenities of a room purpose-built for 24 x 7 monitoring
- ⌘ City Transportation, TTC, Toronto Police, OPP, Parking Enforcement, WYD were represented around the clock

STRACHAN AVE WALKING ROUTE / EMERGENCY ROUTE



BATHURST STREETCAR



OPENING CEREMONY CROWD



WEDNESDAY JULY 24 - CATECHESIS

- ⌘ Road closures on schedule - stayed closed for shorter periods than anticipated
- ⌘ Challenges with police officers in field-making decisions independent of TOC
- ⌘ Close working relationship at TOC resulted in excellent coordination and consensus direction being quickly relayed to the field
- ⌘ Fort York Blvd proved to be an excellent route for special needs, media pick-up and drop-off
- ⌘ 4 million pilgrim-rides on TTC for the week

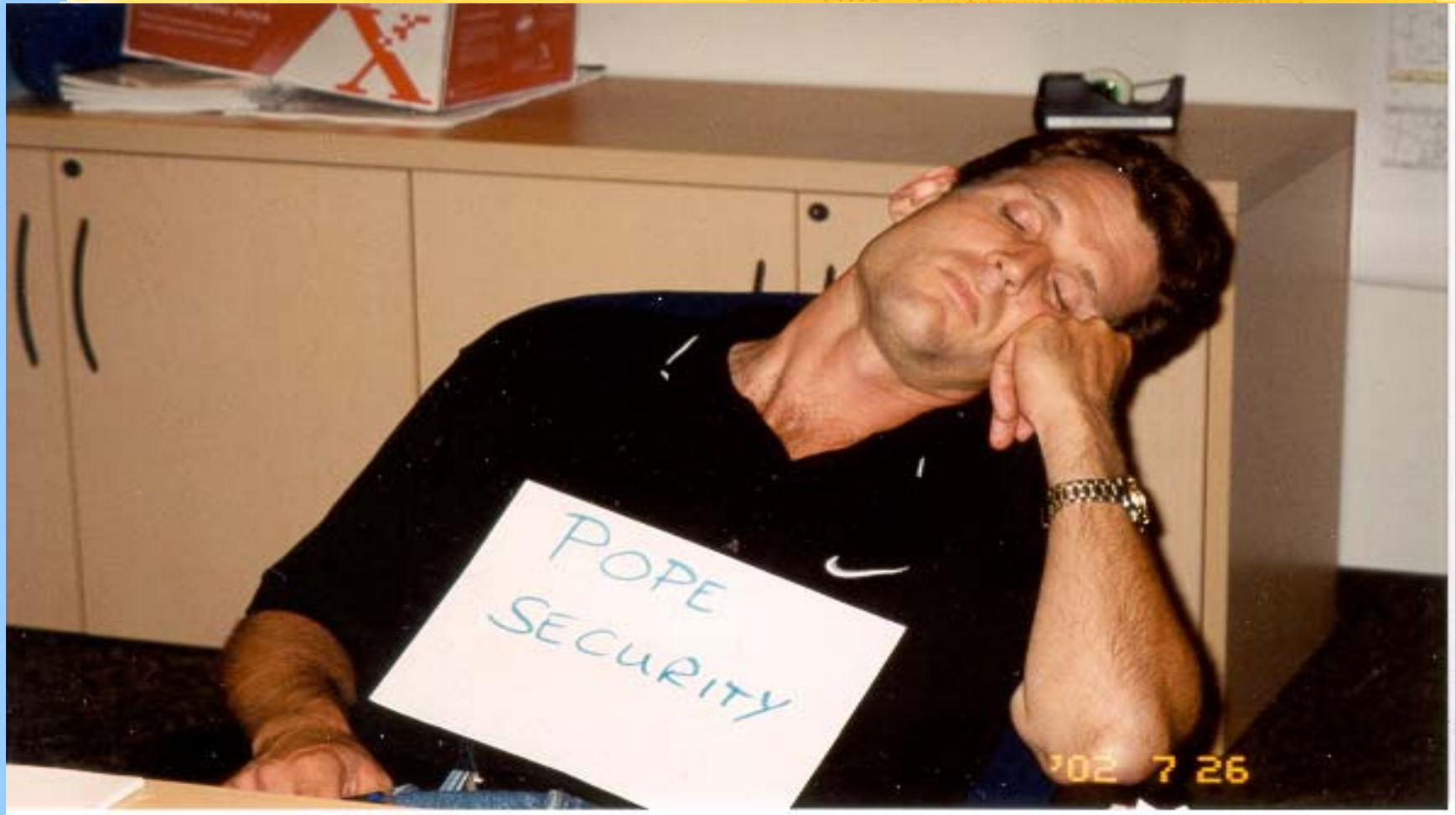
EXHIBITION STATION PLATFORM



FRIDAY JULY 26 - WAY OF THE CROSS

- ⌘ Continuous two-way closure of University Avenue was decided upon in order to avoid entrapment and confusion
- ⌘ Maintained east-west traffic on major cross-streets up to time of procession through use of barricades and officers
- ⌘ Crowds estimated at 500,000
- ⌘ Contractors and City staff worked overnight to break down the Exhibition closures and move barricades up to Downsview area for early morning start of pilgrimage

AGENCY STAFF PUT IN LONG HOURS



ALLEN RD PILGRIMAGE ROUTE



WE MADE IT !



PUBLIC BUS SHUTTLE / PAPAL HELICOPTER



HOW DO WE GET OUT OF HERE ?



INSIDE DOWNSVIEW STATION



ALL OVER BUT THE CLEANUP !



BUDGET

- ⌘ WYD's main transportation cost was the rental of motor coaches and school buses to satisfy transportation of all VIPs, media, clergy, performers etc
- ⌘ Total of 3,800 buses rented at a cost of \$5.5M
- ⌘ City Transportation's budget of \$1.1M covered barricades, signs, traffic signal modifications and staff overtime
- ⌘ Actual costs were \$900K

LESSONS LEARNED - PLANNING



- ⌘ Recognize the central role of Transportation
- ⌘ Build a team around experienced professionals
- ⌘ Agencies must dedicate adequate resources
- ⌘ Make use of media to inform the public of the facts surrounding impending road closures and transit system impacts.....let individuals decide what is best for them

LESSONS LEARNED - OPERATIONS

- ⌘ Central transportation command made for excellent coordination and decision-making
- ⌘ Lack of familiarity with transportation plan and the area by field staff (Police, Volunteers) can present challenges
- ⌘ Plan for contingencies:
 - ☒ what if they don't walk as much as we're being told?
 - ☒ What if the crowd clears quickly after the Mass?
- ⌘ Make use of ITS infrastructure (CCTV, CMS)

REMEMBER.....



Have someone take a lot of good photographs.....

you might be asked to do a presentation !